



Virginia Railway Express

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August 2, 2005

Mr. Malcolm T. Kerley, P.E.
Chief Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Kerley:

I have received a copy of the I-95/395 High Occupancy Toll (HOT) Lanes Proposals and would like to offer my comments on both proposals. **This letter will review the Clark/Shirley proposal.**

VRE supports the development of a robust transportation system with many options. With continuing growth in the region, even high-occupancy vehicles will eventually crowd the I-95/395 corridor. Rail transit, bus transit, vanpools, and slugging are all an integral part of managing commuter traffic and could all potentially benefit from a HOT lane system.

The Clark/Shirley proposal aims for such a multi-modal transportation system in the region. The proposal calls for funding for commuter rail and bus/vanpool systems while acknowledging the inability of the I-95 corridor to accommodate all of the new growth in the region. The Clark/Shirley team plans to invest in existing transit systems with guaranteed funding, as well as the opportunity for future funding from revenues. We support the concept of guaranteed funding for transit in the corridor; this insures the most robust transit system possible.

The Clark/Shirley team has also taken the initiative in gathering VRE's input on their HOT lanes proposal. They have worked with us throughout the process to understand our needs in relation to their proposal. We appreciate their commitment to existing transportation services, and they have outdone their competitors in that regard.

- A Transportation Partnership -

Northern Virginia
Transportation Commission
4350 North Fairfax Drive, Suite 720
Arlington, Virginia 22203
(703) 524-3322

Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, Virginia 22192
(703) 583-7782

We were disappointed that the Clark/Shirley team did not quantitatively address how their proposal would affect VRE service, as was asked in Question 13 in their detailed proposal. This was a shortcoming that we found in both proposals, and we would like both teams to provide more detailed information on this topic.

The Clark/Shirley's multi-modal proposal would clearly improve commuting conditions in the I-95 corridor. It provides for a strong transportation system in the region, encouraging the use of transit and discouraging the use of single-occupancy vehicles. It utilizes toll revenues in an efficient manner by reinvesting in the corridor through proven transit solutions. I commend the Clark/Shirley team for their multi-modal plan, and am happy to support their proposal for the I-95/395 HOT Lanes Project.

I thank you for this opportunity to comment and look forward to working with you in the future.

Sincerely,

Signature on File @ VDOT

Dale Zehner
Chief Executive Officer

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CHIEF ENGINEER